RAILROAD ACCIDEST .- A man named John Mullen living in Twenty-fourth-st., yesterday afternoon, while attempting to get off car No. 40 of the Third-av. line, which at the time was going at a rapid, if not reckless rate of speed, made a misstep and fell before the wheels, which passed over his right foot, crushing it in a frightful manner. He was picked up by Policeman Tracy of the Chief's Office, and conveyed to the New-York Hospital, where his foot will probably be amputated. The accident occurred nearly opposite the Hall of Records.

SUN STRUCK .- A man named Panjal Wilson, 54 years of age, was sun-struck on Monday afternoon, while at work on the corner of Washington and Christopher-sts. He was taken to the Hospital for medical treatment by the Ninth

Ward Police.
The same afternoon a man whose name is unknown but apparently a German emigrant, was sun-struck at Pier No. 11, N. R. He was attended by Dr. Van Lier, and afterward removed to the New-York Hospital.

Among the arrivals at the Irving House yesterday were the Hon. Wm. Mackay, Ky.; the Hon. Amos Page, Chicago; P. Dauchey, Troy; Capt. D. C. Benton, Lake Champlain; Oliver Jarvis, Washington, D. C.; Dr. Drum-mond, New Haven; the Rev. Dr. Seaton, Portland; Dr. O. Reubhelm, Philadelphia; DeWitt Campbell, Canada.

An impostor, taking advantage of the favorable disposition of the community toward "The Childrens Aid "Society," is trying to obtain money on pretease of being its Agent. Subscribers and donors are requested not to pay to any one but to kno vn officers of the Soc

FELONIOUS ASSAULTS .- A man named Henry King, was yesterday arrested by officer Mitchell, of the Sixth Ward. charged with assaulting Timothy Reddies, of 121 Mulberry-st., and striking him upon the head with an ax, inflict ing very dangerous injuries. He was taken before Justice Osborne, and locked up for trial.

Officers Hartly and Duffy, of the Fourth Ward, yesterday arrested a man named Thomas Perry, charged with beating and kicking Robert Barnes, of 71 Oliver-st., until he was senseless. Perry was taken before Justice Osborne, and committed to prison, and the wounded man was placed in charge of Dr. Covil, physician to the City

INQUESTS .- Coroner Wilhelm on Tuesday held an inquest at the Seventeenth Ward Station-House on the body of John Daly, 22 years of age, who was accidentally drowned while bathing in the East River near High Bridge. Some others were with deceased at the time, but escaped themselves, and recovered his body. The Jury rendered a verdict of accidental death by drowning. The deceased was a native of the United States.

A man named John Couklin while bathing at the foot of

Twentieth-st. E. R. was drowned in consequence of venturing beyond his depth. His body was recovered on which Coroner O'Donnell held an inquest. The Jury rendered a verdict of accidental drowning. The deceased was 20 years of age and born in Ireland.

To the Editor of The N. Y. Tribune.

Union Pic Nic .- The Fourth of July was celebrated yesterday in a pleasant and peaceful manner by the young members of those Associate Prosbyterian Churches and Congregations in this City, under the charge of Messrs. Harper, Wright, Thompson, Blair and Dinsmore, in the woods of Mr. Syms, at West Hoboken. Away from the dust and noise of the City, where "Young America" was pouring forth patriotism from the muzzles of old muskets, or developing it by those patriotic Allopathic doses wrapped up in red paper, this company enjoyed the occasion by reveling in the lap of nature. About 1 o'clock the large company sat down and partook of a real Fourth of July feast, spread on long-extended tables beneath the trees. The afternoon was devoted to the delivery of addresses, listening to music and tripping it on the "light "fantastic toe" in harmeless gaiety on the green sod, to the music of violins and guitars.

About 6 o'clock the company repaired to the house of Mr. Syms. where "three times three" were given for the Reformer of West Hoboken. Perhaps it might be apropos to state here that the above named gentleman has strumental in closing many of the grog-shops at that place, and by so doing has heaped upon himself their vials f wrath. There are but two taverns in West Hoboken and vicinity legally entitled to licenses; yet numerous others have opened, and, not content with dealing liquid poison during the week, have opened their doors upon the abbath. The gentleman above named, with Mr. Harper of West Hoboken and five others, formed a Committee who have accomplished much to stay this tide of immerality. By so doing their lives have been threatened, and they have been frequently warned to desist or their property might be lighted by the incendiary's torch. Yet they nobly march caward, knowing that Truth must

No business was transacted yesterday in the Court of General Sessions—no cases being ready for trial. The Court stands adjourned to 11 o'clock this morning.

FATAL ACCIDENT.—Henry King, a hand on board Mr. Stephene's steam yacht Maria, while engaged among the machinery of the engine on Saturday last, was struck upon the head by the crank and died on Tuesday night at the New-York Hospital, from the injuries he received. Coroner Hilton yesterday held an inquest upon the body, and the Jury rendered a verdet of accidental death. Deceased was a native of Denmark, 20 years of age.

ARREST.—John Gineechio, a cigar importer, at No. 489
Washington-st., was vesterday arrested by Policeman
Moore of the Second District Court, charged with feloniously taking a check for \$300, out of a pocket book belonging to Mr. Gievanni Lavizzoli, of No. 270 Spring-st.
The accused was taken before Justice Stuart and committed, in default of \$500 bail.

FOUND IN THE WATER.—The body of an unknown man, about 20 or 32 years of age, was found yesterday in the dock foot of Fortieth-st., East River. The deceased had long brown hair, and was without clothing. No marks of violence were found upon his person, and the Jury rendered a verdict of "Death from some cause unknown to "them, but probably from drowning while bathing." The inquest was held by Coroner Wilhelm.

CHARGE OF GRAND LARCENY.—A young man named John R. Curtis, living at No. 118 West Twenty-first-st., was yesterday arrested, charged with stealing nineteen boxes of cigars from the store of Theodore Reimers, No. 74 Beaver-st. The property was found in his possession by Policeman Ahrens of the First Ward, and the accused

ARREST OF A HOTEL THIEF .- Officer Moore of the Second District Police Court yesterday arrested a German named Peter Korpker, whom he caught at the St. Nicholas Hotel, from which he stole a small book out of the ladies' parlor, and from the bar-room a glass of punch which one of the guests had placed on a window-sill, and a silver spoon. On searching him \$40 and a lady's silver watch were found. He was committed by Justice Stuart to await examination.

ATTIMPT TO ROB A POLICEMAN.—On Monday night Sergeant Devoe of the Chief's Office was standing in the Park watching the movements of a light-fingered operator who was endeavoring to pick pockets, when another of the fraternity stepped up quietly to the officer, whom he supposed to be intoxicated, and grabbed his watch-chain, but failing to secure it and the watch, he ran off, but was pursued and arrested by the officer. He gave his name as James Eldridge, and was recognized as a notorious character. He was taken before Justice Osborne and locked up to answer a charge of attempt at grand larceny.

THE CLOSING SALE OF FORT HAMILTON VILLA SITES is advertised for FRIDAY BEAUTY, at 2 o'clock P. M., on the ground, at which many choice and valuable Lors are to be offered and sold without reserve. This opportunity should not be lost by any who would secure a situation in this most remantic and beautiful village. The steambost Norwalk leaves Pier No. 3 North Eiver, at 10 and 1 o'clock for Fort Hamilton. Free Tickets to attend the sale are obtained of J. W. Barker, or J. C. Saunders, No. 3

[Advertisement.]

PLEASE READ THIS FOR YOUR EDIFICATION.—On TRUBBOAY, (to-day) July 6, there will be an Auction Sale of 800 choice and valuable Butlonic and Villa Sirrys, at West Flushing, to the line of New York and Plushing Railroad, (with a depot at West Flushing.) Sale to communes at Jordook P. M. For an investment or permanent place of residence, it is unrivaled. It commands a fine view of the Flushing Bay. Long Island Seund, and the surrounding country to a great distance. Persons parchasing cannot fall to double their money in about time, as the property is increasing in value rapidly in consequence of the Railroad and the great Mistional Race Course, and also its accessibility, it buting only thirty minutes ride from Falloto-ferry, making it as convenient to the b. where spection of the City as Sub-st. Free tickets will be turnished them desirous of attending the sale by Rakust & Ellivorty, No. 3 families., near Well, and of J. Ruster, No. 119 Grand-st., Willemanness.

[Advertisement.]
CRYSTALOTYPES, STEREOSCOPES, CRAYONS and plain Daguagementypus taken at Room's Premium

LIFE SIZE PHOTOGRAPHS.—The attention of the DATE CILE PHOTOGRAPHS.—The attention of the taken in all sizes—the life-size far surpassing in depth of tone and brilliancy the most finished painting on canvass—the smaller sizes resembling the most delicate ministers on ivory. As to likeness and douability they are ansurpassed. Perfect likenesses of any size can be made by this process from Daguerrectypes. Taken only by J. Gursty & C. D. Fatdalers, No. 21 Boulevard des Capucines, Paris, and No. 348 Bousiway.

[Advertisement.]
TEAS.—The best assortment of FINE TEAS will be found at the STORE of the CATON TEA COMPANY, No. 125 Chathamet, between Peyrl and Rossevelt-sts. The oldest Tea establishment in the city. We assort our readers that they can do better than elsewhere, either at wholesale or relial. They have no branch store.

Churches, Hotels, Steamships, &c., supplied with elegant Silver Name and Number Pietes of new and beautiful designs, plated in the most enbetantial manner, and elegantly engraved, at very low prices. Orders and samples sent by express to any part of the country.

EVERDELL, No. 392 Broadway, cor. Duane et.

[Advertisement.]

Do you want Music Merchandise of any kind? Call at HORACE WATERS No. 333 Broadway, where is kept the largest securiment of Piancs. Melodeous, Music, and Musical Instruments of all kinds in the United States, and at prices lower than can be had

NATIONAL THEATER-HERR CLINE'S BENEFIT. This evening is set apart for the benefit of Herr Cline the great tight rope performer, who presents a fine programme of amounteement —the drama of "Black Eyed Susan," the camedy of "True Laws "Never Runs Smooth," the pantonine of "The Frisky Cobblet," Tight Rope performance, Songs and Dances. Apply early for places

BROOKLYN ITEMS.

THE CHOLERA .- A man named Moses died of this disease yesterday, at his boarding-house in Court-st., after five hours' illness. A woman named Catharine Flinn, expired from the same cause at No. 228 Gold-st., after a

brief illness.

Five case of cholera were reported to the Board of Health yesterday morning of which three died.

DEATH OF A BANK CASHIER .- Mr. J. S. Doughty. recently cashier of the Atlantic Bank and extensively and favorably known in this community, died at his residence

FATAL RESULT OF AN ACCIDENT .- A boy named Demsey, who was run over by the cars of the Myrtle av. line on Monday last, died of his injuries the succeeding day. The accident occurred by his attempting to get on the cars while they were in motion—a practice which has been ex-tensively indulged in by the boys since the cars have commenced running.

DROWNED .- Michael Woods, a small boy, whose parents reside at No. 25 State-st., was drowned in Denton's mill-pend on the 4th, having gone beyond his depth, and not being able to swim.

NEW-JERSEY ITEMS.

This evening there will be a meeting of the Jersey City Common Council at the office of the Clerk.

A letter was delivered at the Jersey City Post-Office July 4 which was mailed in New-York on the 22d of June.

The Doc Law.—Mayor Manners of Jersey City has issued his message giving notice that all dogs found running at large, without a collar or a muzzle, between July 12 and Oct. 1 will be impounded or killed at \$1 per head.

The election for Alderman of the First Ward in Jersey

MARINE AFFAIRS.

COLLISION AT SEA-LOSS OF SHIPS TRADE WIND AND OLYMPUS.

The ships Trade Wind and Olympus came in collision at 11 o'clock on the night of June 26, in lat. 41° 50', lon. 57° 20', which resulted in the loss of both ships and twenty-four lives.

The Olympus, Capt. Wilson, sailed from Liverpool on the 23d of May for Boston, with forty passengers and a crew numbering thirteen. She was freighted with 900 tuns of iron and general hardware.

The Trade Wind, Capt. Smith, cleared at Mobile on the

3d ult. for Liverpool, with seventeen passengers and a crew of thirty-four.
On the night above mentioned, it being very dark, the weather thick, and the wind blowing fresh, the two ships came in collision, when the bows of the Trade Wind were stove in, and both vessels filled and went down within a few hours. The captain, thirty-seven of the passengers, and ten of the crew of the Olympus, and all the passengers, the captain, and sixteen of the crew of the Trade Wind were saved. This shows the loss of the Olympus to be three passengers and three of the crew. Eighteen of

the Trade Wind's crew perished.

The saved from each ship were tuken off by the Belgian bark Stadt Antwerpan, from Antwerp for New-York, which arrived off Block Island on Tuesday morning. Captains Williams and Smith hired a fishing smack, and getting on board the steamer Bay State, arrived in this City on Tacs-

day evening. The following account was furnished to The Commercial Advertiser by Messrs. Booth & Edgar of this City, agents

of the Trade Wind:

NABLATIVE OF CAPT. SMITH.

When the collision occurred the wind was blowing fresh from southwest by south, with squally weather. Night cloudy and excessively dark. The Trade Wind was under easy sail, steering east by south. We had a pure bow-sprit light burning, and were keeping a good look-out fore and aft.

der eavy san, seering as an were keeping a good look-out fore and aft.

A few minutes before striking we saw the Olympus's light, one point on the weather-bow, or S. S. E. from us, having the wind three points abaft the beam, with yards squared and spanker furled; mizen top-sail on the cap. We put the helm up, and swung the ship off to E. N. E., bringing the Olympus's light broad off on the weather how; but before we could discover whether the ships were appreaching each other, the Olympus's light disappeared.

peared.
Yet, is the darkness, we thought we could make out the sail, passing along to windward of us, standing to westward. After an interval of five minutes, her light again auddenly appeared close to us on our weather-bow, and almost at the same instant we could make the ship out with her head to northward, standing square across our converse.

course.

Our helm was put hard up promptly, but we could not get our long ship off fast enough, both ships being too far off to deaden way by bracing yards. Our halyards and sheets, &c., were let go as soon as possible, but in vain. The Trade Wind was going at an immense speed, and the Olympus was under a press of canvas, forging ahead directly across our bow. She was struck between her main and foremast, with an effect that can only be conceived.

conceived.

Our starbcard bow was stove in, the cutwater and stern were crushed, bowsprit and foremast were broken, and the ship was wrecked from stem to stern with the shock. The wood-ends opened, as I suppose, from keel to deck. The main and mizemmast of the Olympus were struck with such force as to knock them clear of the ship altogether.

She then swung round fore and aft along our port side.

She then swung round fore and aft along our port side, swinging her bow over our quarter boat, crushing it to atoms, after which she dropped astern clear of us, when I found the captain, officers and crew, and some of the passengers on board the Trade Wind, having jumped on board at the collision.

Evident the Trade Wind full of water in a short time.

sengers on sound the Irade with a state of the collision.

Finding the Trade Wind full of water in a short time, with foremast hanging to the rigging, we cut away to clear the wreck forward, and hove the anchors off the bow to lighten her forward. The launch and the two small boats we had left were now got aft, ready for launching over the stern. Provisions and water were also prepared, so as to be conveniently removed if we found it needful to leave the ship.

stern. Provisions and water were also prepared, so as to be conveniently removed if we found it needful to leave the ship.

But as our cargo was composed of 4,657 bales of cotton, we hoped she would float for some time. The sea was running very heavy, though the wind moderated fast. The ship gradually settled as the cotton became soaked, so that we waited anxiously for daylight.

When the day broke we found the Olympus still afloat, four or five miles to castward, and as she showed a side high out of water, Capt. Wilson was permitted to take our small gig, with as many of his men as would accompany him, to ascertain the condition of his ship and endeavor to save his passengers with his own boats, if the vessel was likely to go down.

About 4 o'clock A. M. we launched our large boat, and placed all our passengers in her except Mr. T. D. Newlin, with the first and second officers in charge, and dropped her astern out of the vortex around the ship, which threatened her destruction every moment. This was done with the view of loading from the ship by means of the quarter-boat, but unfortunately, just as the quarter-boat was haunched, three or four frighteded creatures lesped into her and capaized her.

We found it impossible to right her in the heavy sea around the water-logged ship. In this state of affairs it became evident, that if the launch was permitted to return to the ship she would become swamped and founder alongside by the efforts of the frightened crew to be first into her, and all hands would inevitably periah. I was therefore compelled to order her off and leave us to our fate. It was a melancholy command, but one I deemed of imperious necessity.

At this time the boatswain and many good swimmers plunged overboard and swam to the boat, where they were gladly received. The rest followed the Captain to the mizzen-lop, as the sea bad taken possession of the upper

After the heat had left, about twenty-fivemen, with my-self, had taken reference in the

After the beat had left, about twenty-fivemen, with myself, had taken refuge in the mizzen-top. Soon afterward
we discovered a sail to the southward, standing by the
wind to the northward.

The colors were set at the mizzen sky-sail masthead,
union down, to attract attention. In the mean time the
work of destruction went rapidly on in the ship's hull.

The upper deck burst and commenced breaking up, permitting the cotton to float the spare spare, skylights,
hatches, companion ways, &c., &c., were carried off,
whirling and turning over, while within the vortex surrounding the ship, to the distance of some fifty yards, but
making fine rafts after getting beyond the circle.

The ship settled with every sea that swept her, till about
64 A. M., while I was on the mizzen topsail yard, and
most of my cempanions were on the top, she made her
final plunge, sinking very fast, carrying all down with her
to some depth, when we immediately rose again to the
surface, surrounded by the planking of the deck and a few
bales of cotton.

The expert swimmers immediately united with me, and

bales of cotton.

The expert swimmers immediately united with me, and under my orders collected all the floating planks and spars at hand and formed rafts on which we divided ourselves to the number of sixteen men, while others took to the foremast, which had remained by the ship until she sank, and we still all the control of the sank and we still all the control of the sank and we still all the control of the sank and we still all the control of the sank and we still all the control of the sank and we said the said th was still affort.

The rest senk to rise no more, the foremast must have proved but a temporary refuge, as the descending ship must have drawn it down as she settled, as some of the

must have drawn it down as she settled, as some of the rigging was attached to it.

After recovering our strength (much exhausted by our almost superhuman efforts in forming our rafts in the very heavy sea ranning at the time,) we took occasion to improve and add to them from time to time, out of the mass of wrecked stuff around us, until about 44 P. M., or after ten hours exposure to our perilous and exposed situation, we were mercifully rescued by the boats of the Belgian bark Stadt Antwerpen, Capt. Wytenhoven, the sail before mentioned.

bark Stadt Antwerpen, Capt. Wytenhoven, the sail before mentioned.

When we arrived on board we found our boat, and those of the Olympus had reached the bark about 2 A. M., and had since been making praiseworthy efforts to reach and rescue us, but with no sanguine hopes of finding survivors among the floating wreck stuff.

Upon mustering, we found 44 of 62 from the Trade Wind, and 52 of 58 from the Olympus, making 20 saved of 120. Then followed a succession of self-denials and generous sacrifices on the part of Capt. Wytenhoven and crew to make us comfortable on board his vessel, clothing the naked, feeding and providing for us, where he had over 200 souls before we were added to his list.

On Tnesday, July 4th, being close into Block Island, with light westerly winds, and the bark becoming short of provisions, we met a whale-boat fishing, which we chartered to take us to Newport, (Capt. Wilson and myself,) see as to reach New-York, and send a steamer to the bark for assistance.

List of the passengers saved from on board ship Trade

List of the passengers saved from on board ship Trade Wind:

Mrs. Frank Smith, and two children. Mr. David T. Newlan, Mr. Alexander Ewing, Jady and Gaughter. Mr. John S. Gliddon, Mcs. John Glibon, four children and servent, Miss C. D. Chamberlain, and Miss Alice Bodson.

List of the crew lost from the ship Trade Wind:
Thomas Pierce, carpenter; John Assew, first steward; John Ashow, second cook; John Mitchell, James Comer, William Smith, Franklin Hauthy, James Bowen, Thomas Hill, Joseph Addison, John Merrin, Michael Walsh, Charles Town, Jecemiah McGarty, all seemen; Richard Bingham, James Brady, Manuel Lewis, and Luke O'Toole, boys.

esmen; Richard Bingham, James Brady, Manuel Lewis, and Love Troole, boys.

List of the crew saved:
Ceptain F Smith; Edward W. F. Smith, first officer; James Caw, cound don; Ches. E. Meeney, third da; Matthew Buch, boatswein; Inn Conher, stewarders; Sanuel Achow, second steward; John Linn, cook; Peter Williams, James Wheelan, Thomas Harnson, lames Moore, John Baker, James Boyce, Adam Hooper, Charles William, William Daniels, Thomas Doran, George mith, John Scot, James Trummond, Thomas Nowlan, James Powers, and John Brown.

The Trade Wind was one of the finest elippers built in his City. Shawas 2018 tuns burden, about three years

The Trade Wind was one of the finest clippers built in this City. She was 2,018 tuns burden, about three years old, valued at \$100,000, and is largely insured in Wallest. Her freight is valued at \$20,000 and the cargo at about \$250,000, the latter being primarisally insured in England. She was owned by W. Platt & Son of Philadelpuns, and Booth & Edgar and others of New York.

The Olympus was built in Kennebunk, in 1850, and was 744 tuns register, was worth about \$50,000, the cargo \$200,000, and the freight \$15,000. The Olympus was insured at the Eastward, where it is presumed the cargo or a portion of it is also insured.

DEFERTURE OF CALIFORNIA STEAMERS.

The aternships Illinois and North Star, for Aspinwall,

The steamships Illinois and North Star, for Aspinwall, and the Prometheus for San Juan, sailed yesterday with full fares of passengers for California. Mr. Duer, Deputy Collector of the port of San Francisco, left in the Illinois. Twenty-five members of the Chinese dramatic company were passengers in the Illinois, and performed one of their national dances while going down the bay.

Capt. Jack of the ship Adriatic, arrived at this port yesterday morning from Liverpool, reports that on the passage, in latitude 43° 49' N., longitude 49° W., he saw two large feebergs. On the 17th of June, on the east end of the Newfoundland Banks, he saw thirteen icebergs at

Capt. Outerbridge of the bark Cosmo, which arrived yesterday from Bristol, E., reports that on the 9th ult., in lat 45° 18', lon. 36° 36,' he picked up the wreck of a long-boat with the words "Mary Scott, sunk Feb. 15, "1854," carved on the inside of the gunwale. On 1st

"1854," carved on the inside of the gunwale. On 1st ult. the Cosmo carried away fore topmast and fore and main topgallant masts, with topgallant and royal yards.

NOTING INTHE MERSEY.

On the 19th ult. a matiny, attended with melanchely results, broke out in the American ship Fidelia, Captain Dixon, lying at anchor in the Mersey. From all we have been able to gather of the unfortunate circumstance, it would appear that from some cause, not at present published, some diseatisfaction existed among the crew, and upon the first mate, named Bragg, going among them, he was stabbed in several places. The fact of the outbreak having come to the ears of Capt. Dixon, who was on board at the time, he fired a shot in order to terrify them, which unfortunately, it would appear, lodged in the neck of one of the crew. Capt. Dixon, however, most positively asserts that he fired in the air, and that the shot mast have come from some other quarter. The affair is under investigation by the authorities, and the parties will be brought before the magistrates at Liverpool to-day (Wednesday.)

TERRIBLE ACCIDENT.

AWFUL CRASH ON THE SUSQUEHANNA ROAD.

Twenty-five or Thirty Persons Killed. A GREAT NUMBER SERIOUSLY INJURED.

MOST HORRIBLE SCENES.

NAMES OF THE DEAD AND WOUNDED.

From The Baltimore Clipper, Extra, July & One of the most terrible railroad accidents that ever transpired in our country took place yesterday afternoon on the Baltimore and Susquehanna Railroad, by which about thirty persons were killed, and a much larger number more or less wounded, some of them but slightly, while the extent and the nature of the injuries of others are of a character to render it likely that they also will be called upon to swell the fearful catalogue of mortality.

The scene of the accident was a curve of the road about midway between the Relay House and Rider's Grove, at which latter spot the Grand American Celebration took

Three trains, full of ladies and gentlemen, with children,

place.

Three trains, full of ladies and gentlemen, with children, left our city during the day to participate in the celebration. Returning, one of the trains left Baltimere at two o'clock, another started at five, and the third to which the accident occurred, at about fifteen minutes later.

It seems that the accommodation train for York, with four passenger cars attached, under the direction of Wm. Scott, Conductor, started on its way up shortly before 5 o'clock, instructed to lay off at Green Spring switch until one of the excursion trains should pass. This he did, and the second return train passed as directed. The accommodation train then started, and dreadful to relate, an excursion train from the Grove had also started.

They met about three-quarters of a mile above the Relay House, at the turn of an abrupt switch, and came together with a fearful crash.

The locomotive attached to the excursion train was behind, pushing the cars: that attached to the other train was in front, and literally plowed its way into the cars, loaded with passengers.

About half a dozen cars were crushed and shivered to atoms, and a large number of their unhappy inmates either killed on the spot or dreadfully injured. The scene is described as harrowing to the last degree. Several of those killed and wounded were so caught in the wreck of the broken cars that they could not be released for a considerable time.

Axes and crowbars were brought into requisition, and

broken cars that they could not be released for a considerable time.

Area and crowbars were brought into requisition, and those alive and unburt made superhuman efforts for their relief. The cry for water from the sufferers was continual, and several persons were engaged constantly in supplying them. It was not, however, till the locomotive attached to the excursion train had been attached to the crippled mass that the dead and wounded were got out. A large number of those who escaped walked to town, while others came in in whatever vehicles could be obtained.

Immediately upon the authorities at Calvert Station being informed of the disaster, they dispatched a locomotive and cars to the spot, taking the precaution to send a number of physicians along. The train with the survivors and the killed and wounded came in at 12j o'clock. The access at the dépôt was harrowing in the extreme. An im-

mense crowd of those who had friends and relatives at the

mense crowd of those who had friends and relatives at the Grove was assembled, and the state of terrible suspense was painful to behold. Wives and mothers, brothers and sisters, ran up and down the platform, eagerly questioning as to the killed and wounded, anxious, yet dreading the reply, which might inform them of the melancholy fate of some one near and dear.

The bodies were taken out of the cars to the number of 27, and laid upon the platform, where inquests were held over them by Coroners Stevens and Goldemith. The testimony adduced was as stated, and the Jury deferred the rendition of their verdict until to-day, when they will meet and take further evidence in the case.

The principal pertion of the sufferers were in the excursion train, although several of those in the accommodation train were also killed and wounded. Several persons, among them Mr. Emanuel Stockett, saved themselves, on hearing the whistle blow, by leaping from the cars to the ground, while going at full speed. Those who escaped in this way received, so fer as we could learn, but little damage.

amage. The bodies of the dead were all placed in one car, and

as we have been able to learn, and we think that it will be found correct and as comprehensive as is possible up to this time:

David Murray, a vouth between 17 and 18 years of age, son of Mr. William Murray, machinist, residing at No. 95 Enset-st., It is supposed from his mangised condition was instantly killed—he having received a wound on the left side of the head, commencing just above the ear and extending back about two inches to the depth of half an inch, besides a great many fearful gashes on the face, shoulders and limbs. He also received fatal injury internally. Upon the announcement of his untimely end, so unexpected to the family, a most pitiable and heart-rending scene ensued—a father, sisters, brothers and attached friends, overpowed with grief, occasioned by the sal calamity, gave evidence of their ardant attachment and deep devotion to a relative who had by the urbanity of his disposition commanded the respect of all who knew him. The sadness of the occasion is made still more poignant by the absence of the mother of the deceased, she being on a visit to a son in an adjoining State.

Henry Reynolds of Eastern-av., killed instantly. Benjamin Merryman, baggage-master of the road. Levis Corcoran of Washington City.

Julius Connsel of No. 132 Pearl-st.

Charles Boyd, residence in Forest-st.

Win, G. Breckett, no residence given.

James Boyd of Eager-st.

Richard McCermick, corner Richmond and Howard-sts.

Wm. G. Breckett, no residence given.
James Boyd of Eager-st.
Richard McCormick, corner Richmond and Howard-sts.
James Ray of this city, residence not known.
Michael McGrand of this city-residence not known.
The son of Madison Jeffries (who was wounded) was

es Dorsev of this city-residence not known.

An old gentleman and his wife, by the name of Jones.

both legs broken.

George Cassard, bacen merchant, a number of fingers of one hand crushed.

mutilated.

A black man, name unknows, lives with Mrs. Dickinson Corsuch, about 8 miles from the city, on the York road.

Mrs. Robertson, widow lady, residing on Poppleton st., between Cove and Lexington. Her head was crushed at the moment of the shock.

Henry and Charles Brigle, brothers, were both killed—having been dreadfully incerated. William and Joseph, brothers of the above, were both dreadfully injured, and it is supposed mortally.

it is supposed mortally.

A colored man named John Wise, residing on Banklane, near Bel-Air Market—cars fell on his breast and
crushed him nearly flat.

Madison Jeffries died this morning from the injuries he
Madison Jeffries died this morning from the injuries he

Matthew McCormick, lives on the corner of Howard and Hielmond-sts.

—— Dorsey, son of Mrs. Dorsey, Fayette-st., near

Factory.

An infant child was badly scalded.

Thomas Horsey, legs smashed.

I-sac Johnson, Janitor of the Male High School, both

|By Telegraph.]
BALTIMORE, Thursday, July 6-1 A. M.

The Coroner's Jury rendered a verdict charging the cause of the accident to carelessness on the part of the conductor, William Scott, and to gross negligence on the part of the Company in failing to give their rules in more explicit language.

SANDWICH ISLANDS.

From The Galena Advertiser.

We are indebted to the Hon. E. B. Washburne for the following letter, from the Hon. D. L. Gregg, Commissioner to the Sandwich Islands:

"Henourly, Hawaiian Islands, April 18, 1854.

"Dear Sin: In looking over the letter I had the honor to address to you on the 26th ult., I discover a very serious blunder in stating the proportion of the Hawaiian people who are able to read and write. I should have stated five-sixths instead of "nineteen twentieths." The official documents and a letter from the Minister of Public Instruction were before me when I wrote, and I am scarcely able to explain how the error was tommited.

"The report referred to estimate three-fourths as the proportion of the adult population over sixteen years of age who are able to read and write. Including all over four scars, it is swelled to five-sixths—a result somewhat more favorable than was found in some of the States of the American Union, according to the census of 1840.

"In addition to what I said in my former letter relative to American interests here, I give you an estimate of the property under our flag affoat in the harbor of Honolulu in the months of October, November and December last: 23 what ships and outfits, not less than \$39,800 each. \$7,639,000 CARGONS.

Sperm ed. 638 AMS gale at 181.

CARGONS.

Sperm ed. 638 AMS gale at 181.

CARGONS.

128,932 90

Total.

The report of the state of the property of the state of the property of the state of the property under our flag affoat in the harbor of Honolulu in the months of October, November and December last: 235 what ships and outfits, not less than \$39,800 each. \$7,639,000 cargons of the property of the state of

Total \$15,495,213 20
Add value of ien merchant vessels from or for the United States, without their carroes. Admerican merchancies landed during the three months above hannel. \$600,000

Total value.

"My figures, I think, are sufficiently low. There are but few whale ships which do not exceed \$30,000, and many are much more valuable.

"I have no means of stating, at this time, the amount of American property at Zahaina and Hilo during the months referred to. But it must have been considerable, though not at all approaching to Honolalu in that respect. In the fall, almost the entire fleet of whalers from the Arctic and Sea of Ochotak come here to refit, &c., but in the spring, on their return from the south, they usually touch at Zahaina and Hilo.

"Our summer here has fairly commenced. The days are warm, but the nights coed and pleasant.

"My last dates from the United States are February 4. Lately the trade between here and San Francisco has

been a good deal interrupted, and the mails as a conse-quence fall behind. Very truly yours, "B. L. GREGG."
To the Hon. E. B. Washburne, Washington, D. G."

ST. THOMAS.

ST. THOMAS, W. I., Wednesday, June 14, 1854, The withdrawal of the steamer "Curlew" from the route between New-York and St. Thomas, of which her consignee received advices by the last English steamer, breaks up all regular mail communication between here and the States; and we are now left to the mercy of casual sailing vessels. This mode is always very uncertain and unsatisfactory, and in the summer months, and especially the hurrican season, which will seen be upon us, will furnish very infre-quent communication. The Curlew had been directed to run between Halifax and St. Thomas, touching as

to run between Hallax and St. Homas, tockning a heretofore at Bermuds. The cause of this change is the complaint of the English Admiral at Hallifax that he does not receive his West India dispatches regularly. The cholera made its appearance in Barbadoes two weeks since, and has been raging at an increasing ratio up to the present time. The Inter-Colonial steamer which arrived this morning, brings accounts that two hundred and fifty deaths occurred on Saturday, the 10th instant, and one hundred and fifty up to 12 o'clock on Sunday. These have been altogether, or mostly, in the Sunday. These have been allogement, or mostly, in the town, which is called Brissetown, containing 40,000 inhabitants, but it must inevitably spread throughout the island, which, containing a very dense population, estimated at from 140,000 to 150,000, mostly blacks, must furnish a truly frightful field for its operations. Of all the British West India Islands, Barbadoes is the only one which has improved in its condition and increased. one which has improved in its condition and increased its products since the act of emancipation. It is said to be as densely populated as the Chinese Empire, and produced last year, under a system of free black labor, 40,000 puncheons of sugar, at a tun apiece. Here is an exceptional fact for the consideration of those depre-

an exceptional fact for the consideration of those depre-ciating the effects of slave emancipation.

The ship "North Bend" of Boston, with guano, put in here two weeks since, leaking so badly that her cargo is being discharged into the ship Atlas, by which it will be taken on to Baltimore, if, as is confidently expected, the N. B. should be condemned.

The new steamer of the Southampton line, "Atrato," on her last trip out to St. Thomas accomplished the voyage in eleven days, eight hours—this, it is believed, is the shortest time in which equal spaces of ocean have ever been crossed. Collins and Cunard will both have to "prick anew." The A. is an iron paddle-wheel steamer, and the largest of that description in wheel steamer, and the largest of that description in the world. In the beauty of her model she can hardly the world.

be excelled.

The new Danish frigate which is to lie on this station arrived on Friday last, the 9th. She does credit to the navy of Denmark.

FROM BERMUDA.-We have received our files of The Bermudian to the 28th ult., but they contain so news of interest to our readers.

MARRIED. BLAUVELT-LIPPINCOTT-At Tappantown Rockland County, une 21, by the J. D. Cole, D. J. Biauvelt to Emma Louise, daugh-

June II, by the J. D. Cole, D. J. Binavell to Enama Louise, daughter of Thomas Lippinentt, Esc.

BOOLE—TOP'I NG.—On Thosday, June 27, by the Rev. Dr. Burchard, at the 15th-at Church, Edward M. Boole, of New York, to Martha A Topping, of Morrisania.

GALE—BULL—On Thursday, June 29, by the Rev. Dr. Beattle, Mr. Wim. Henry Gole, Autories and Counselorat Law. Brooklya, to Mas Mary, daughter of Abner Bull, of Scotchtown, N. Y.

The remains will be taken to the Cemetery of the Evergreens, rem No. 214 Avenue A. BURKHARDT—On Tuesday morning, the 4th inst., at 23 o'clock, drs. Mary Burkhardt, wife of Charles B. Burkhardt, Esq., of this

CHAMBERS-On Wednesday, 5th inst., Margaret Chambers,

dJ days.

His remains have been interred at Greenwood.

His remains have been interred at Greenwood.

DAY—At Tone Fley, N. J., on the 4th inst. at the residents and in-law Mr. James R. Westervelt, Abraham E. Day, agrees is mounts and 25 days, late of the City of New-York, an anny years a member of the Methedist Church, in Bedfordest.

The relativos and friends of the family, and the members of burch, are invited to attend the funeral at the English Neighborham.

The relatives and friends of the faulty, and the members of the Church, are invited to attend the function at the English Neighborhood Church, or Tinnedsy member, July 4, at 19 o'clock. Carlieges will be in attending at the Hobotsen Ferry, foot of Chriscopheres, at 75 o'clock, to convey these who may wish to attend.

BYGEMAN—On Wednesday, July 3, George G., Infant son of Garrett and Marris E. Dychman, good 7 months.

His remains will be taken to Newark for internation. Thousand the remains will be taken to Newark for internation. Thousand makes from the Paintette Division of Sons of Temperature, or proprietor of the Pavillon Hotel, Charleston, S. C. West-bester Country rapiers please copy.

FOSHAY—Suddenly, on Wednesday evening, July 5, Mrs. Susan, widow of the late Andrew Foshay, aged 57 years.

Her remains will be taken to Mount Pleasact, Westehester Country, on Friday morning, at 6 o'clock from the residence of her son in law, Edwin C. Moffet, Ostoniest, between Mertle and Parkays.

Brookin The relatives and friends are inviced to attend.

LONG—On the lith inst. Henry W., aged 3 months and 10 days, child of Henry and Etimabeth Long, of the City. Months and 10 days, of Brookin, Ourselll, Persiend, Count, Mary B. I., wife of N. D. Morgan, of Brooklyn, N. Y., aged 32 years. Also, on 4th last, at Brooking, Mary Ellen, youngest child of N. D. Morgan, aged 2 months and 6 days.

OLIVER—At Morrisenia, July 4, Mrs. Margaret Oliver, aged 61.

Family of New York. The resistives and friends of the family, and those of har sons, are respectfully invited to attend her funeral, this day, July 6, at 2 ofclock precisely, from the residence of Joseph Corbet, No. 222 West Eith et., to Greenwood Cemetery.

SPRINGER-July 3, Lydia Aun Springer, aged 17 years, 5 moths and 7 days. Her row sins was taken to Peckekill, for interment. WADSWORTH-Suddenly, on the 5th inet, as his residence, No. 34 Edvidge et., Geo. Marsh Wadsworth aged 58 years. The relatives and friends are respectfully invited to attend the funeral on Friday afternoon at 4 o'clock.

STATES MAILSTEAMERS.—The Ships composing this line are the following:
ATLANTIC, Capt. West.
ARCHIC, Capt. West.
ARCHIC, Capt. Luce.
ADRIATIC.
BALTIC, Capt. Luce.
ADRIATIC.
These ships have been ball by nontract, expressly for Government service. Every care has been taken in their construction, as also in their engines, to insure strength and speed, and their accommodations for passengers are unequaled for elegance and confort. Price of passage from New York to Liverpool in first-clase cabin, \$139, in second 6. \$50, exclusive use of extra-size state-rooms, \$20, from Liverpool to New York, \$20 and \$20. An experienced Surgeon sitsched to each ship. No berth secured until paid for.
For freight or passage apply to
FOWD K. COLLINS Co., No. 50 Wall-st., N. Y.
EROWN, SHIPLEY & Co., Liverpool.
JOHN MUNROE & Co., Rue Notre Danse des Victories,
Paris, or, GEO, H. DRAPER, Havre.
The owners of these ships will not be accomabile for gold silverbuillion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor, and the valuethered therein expressed.

THE BRITISH and NORTH AMERICAN ROYAL

THE LIVERPOOL and PHILADELPHIA STEAMSHIP COMPANY intend salling their favorite Steam

FROM PHILADELISIA FROM LIVERPOOL.

Seloen Berths. 400 Saloen Berths. 11 glas.
Midship Berths. 55 Midship Berths. 17 gins.

Forward Berths. 55 Forward Berths. 15 gins.
THIRD-CLASS PASSENGERS. Found in provisions.

From Philadelphia. 425 | From Liverpool. 446
Certificates of passage will be issued here to parties who are demuse of bringing out their friends at corresponding rates.

Drafts on the agents from £1 upward.
An experienced Surgeon will be carried on each ship.
All goods sent to the agents in Philadelphia and Liverpool will be forwarded with economy and dispatch.

For freight or passage apply to

SAMUEL SMITH No. 17 Walnut-st., PhiladelphiaRICHARDSON BROTHERS & Co., Liverpool.

PATRIOTIC LINE,—New Line of NEW-YORK and LIVERPOOL PACKETS. This line will be composed of the following new and splendid ships, via:

CALHOUN. 2,000 runs burden. Captain D. H. Truman.

H. CLAY. 1,500 runs burden. Captain David Condition.

WIESTER. 2,000 tans burden. Captain David Condition.

WIESTER. 2,000 tans burden. Captain George S. Hill.

The above reseals have been recently built, and are the largest and most substantial in the trade.

HAVANA.

From Our Own Correspondent. HAVANA, Thursday, June 29, 1854.

The "Angel of Death" is making sad havec in this city. On every side we hear groans and weeping. I followed the day before yesterday to the tomb an American engineer, whom I had never seen, and whose name to this hour I have not been enabled to ascertain: for believing that yellow fever, the disease which caused his death, is contagious, I have not deemed it prudent to enter his late lodging-house. On the same day, too, was interred Señor Joaquin Roca de Togores, the Intendante of the Royal Treasury for the Western Department of the Island. The deceased was a native of Alicante, and was born in the year 1805. He was the Collector of Customs at this port during the affair of the Black Warrior, and was advanced, as is supposed, to the post of "Intendante" in consequence of his conduct on that occasion.

By the way, the Black Warrior brought the news here two days since from Mobile, of the action taken by Judge Campbell of the United States Circuit Court at New-Orleans, with reference to Mr. Thrasher and his Amigos, in preventing the intended fillibustering expedition against this Island. As you will readily concede, all correctly-thinking persons here feel that such expeditions are a disgrace to our country, and such expeditions are a disgrace to our country, and rejoice to see the strong arm of the law raised to prevent these revolutionizing gentry from pursuing their projected, but ill-advised, measures. Assuredly if War, with all its horrors, must come, our country and her Government possess sufficient power to make it, as a civilized nation should do. These private "fallimbustering expeditions" are little, if at all, better than "bustering expeditions" are little, if at all, better than those of the old boucaniers, who, even in the semi-cly ilized age in which they went forth, were looked upon as the "common enemies of all mankind." Tis not as though the people of this Island were engaged in a struggle to rid themselves of their Spanish masters. Were that the case, our sympathies might, perhaps, be properly invoked, and our aid given to their endeavors to attain freedom, but so long as they do not make the second or set the second or set the second or set the second or set the second or second or set the second or set the second or s properly inveked, and our aid gives to their endeavors to attain freedom; but so long as they do not make any such effort, by what rule shall we be entitled to force them into a state of tebellion! I know it will be told me in reply, "See of what immense value Cuba would "be to the United States." But, in my humble judgment, though her revenue were ten times its present amount, yet with the "corese of Slavery" attached to be a her would be a pinion rather than a head? her, she would be an injury rather than a benefit.

By yesterday's Gaceta I learn that the masters of

By yesterday's Gaceta I learn that the masters of the apprenticed negroes have not come forward to pay in advance the amount (\$24) per head for the second four months of the year, which recently commenced. And the Captain-General gives notice that unless the said masters do, within one month, pay this amount for each negro, the apprentices will be taken away from them, but they will be compelled to pay up to the period they remain in their possession. While engaged in writing the foregoing a friend who called to pay me a visit informed me that Señor Sartoriua, the Administrator of the Post-Office in this city, is in an exceedingly dangerous state from an attack of yellow fover. Señor Sartorious is the brother of the President of the Council of Ministers of the Queen of Spain, and has only been resident in this island a very few months. Does it not behoove a man who dwells in Cuba especially, to live each day as though he knew it was to be his last on earth.

his last on earth. Her Britannic Majesty has almost constantly ressel of war in this harbor. The Espiegle went on a cruise yesterday forenoon, and before night the schooner of war Scorpion arrived from Port Royal, Jamaica.

ESCAPE FROM JAIL.

Correspondence of The N. Y. Tribune. ELMIRA, Saturday, July 1, 1854. You remember advertising not long since a negro by the name of Victor, who broke into Col. Scribner's store, and robbed it of \$500 worth of cutlery, jewelry and frearms. Some weeks afterward he was traced to New Jersey, where he was taken by Officer Garret, and brought Jersey, where he was taken by Officer Garret, and brought to Hancock. At Hancock he cunningly escaped from the officer, and cluded all search, until your paper informed us that he was at Worcester, Mass. At one Officer Kelley started and traced him to Portland, Maine, where, amid stormy opposition, he succeeded in arresting him, and strandy oby requisition of the Governor, brought him to this village and lodged him in jail. This evening about 10 o clock, he, by means of a wooden key, unlocked the door, and with two others escaped. He can command some \$800 in cash, and is a very shrewd, intelligent and accomplished negro. The Sheriff offers another \$100 for his detection. He has heretofore been "too wise" for us, but if again taken there will be no lack of iron, granite, hands and eyes to keep him in custody until fully committed.

Sales at the Stock Exchange ... July 5.

ks at Philadelphia . WEDSESDAY, July 5

do, 1and Rourd-\$1,000 Reading B. R. 6's, '70, 77]; \$460 Closs & Del. Cenal & '77, 18; \$47,00 Penna. Coupon S. indorsed, 45, 91; \$2,700 Cly R. 8, 6 S. & Erio, 2 days, 90; 5 Penn. R. R., \$500, 91; 27 Mechanics Bank, 55, 22; 22 Mechanics Bank, 55, 22; 23 Mechanics Bank, 55, 22; 24, 24, 25, 27; 24, 25, 26; 27; 27; 37; \$2,000 Allogheay City 6s, 78; 10 Penn. R. R., 44; 200 Reading R. R., 55, 39; WEDNESDAY, July 5-P. M. The attendance at the Stock Board was thin to-day

many of the members being still out of town, and the transactions were very moderate. The tendency of prices was downward, in consequence, it is generally conceded of the shock to the market given by the developments in relation to the New-Haven Road. The Bank statement and the improved feeling generally would, it is believed have caused a buoyant market but for that exposure. The stock of the New-Haven Road was not called to-day, and consequently no quotations can be given, but we heard of 25 bid and 40 asked in the street. The stock will not be called at the Beard at present. In Harlem there were considerable transactions at a further decline of 2] P cent., closing at 42. Erie fell off to 604, but recovered and closed at 61 bid. Cumberland 364; Nicaragua 264. &c.; New-York Central went to 981, but was firmer at the close; Canton 231; Crystal Palace improved to 6. The business in Railroad Bonds is light, but prices are very well sustained. After the foreign news was received at the Second Board, there was quite an improvement in feeling, and the bids advanced i to i ? cent.

In Enchange, the business is small and rates heavy Sterling, 9@94. P cent. France, 5.134 25.144c.

Freights are quiet and steady. To Liverpool, 19,999 bushels Grain, 5d. in bulk; 6,000 or 7,000 bbls. Flour, 2/32/3; 200 bales Cotton, 7-32d. To Havre, Cotton, jc. Flour, soc. The Shipping List adds up:

2/@2/3; 200 bales Cotton, 7-32d. To Havre, Cotton, ic. Flour, 60c. The Shipping List adds up:

To Liverpool, include 5,000 bbls flour at 2/@2/1; 25,000 bushels Corn and Whest, 5d. in shippers' and 6d. in ship's bags; 300 bbls. Pork, 2/: 1,500 bales Cotton, 3-16d. 27-32d., including a small parcel of Sea Island, id. and 12 tuns Oil, 22/s. To London, a cargo of Flour and Wheat by a Bremen bark, 2/, and dd. for Wheat in ship's bags; and besides, 2,000 bbls. Flour, 2/: 550 Pork, 2/: 3/, 1,000 Turpentine, 2/: P 2-20 I5; 100 hbds. Tallow, 20/; and 200 bbls. Lard, 26/. To Glasgow, 12,000 bushes Wheat, 6/d. in bulk and 7d. in ship's bags, and a small lot Cotton, 5-16d. To Havre, 1,500 bbls. Flour, 60c.; and 200 bales Cotton, 4c. To Bremen, 200 tuns Measurement Goods, 10/. To Marseilles, Provisions, 41:35. To Genos, 50 tuns Measurement Goods, 82; and 130 hbds. Tohacco, (per Sicilia) on private terms. To California there is only a moderate amount of freight offering, and the market is dull. The ship Hussar has been laid on, and has 300 tuns Coal at \$15, and Measurement Goods, 40 cents, being about one-third of her capacity—45 is now asked. We note the following charters: A ship from St. John to Dublin, £c 2/6; a Brem. ship a Br. bark from St. John to Dublin, £c 2/6; a Brem. ship from St. John, N. B., to Liverpool, Deals at £4.7/: a brig to Teneriffe and back with Barilla, \$11; a brig to Fine fire and back with Barilla, \$11; a brig to Fine fire and back with Barilla, \$11; a brig to Fine fire and back with Barilla, \$11; a brig to Fine fire and back with Barilla, \$11; a brig to reperim bark from St. about for small storage, and Molasco, 60c. \$16; a brig from Jacksonville to Boston, Ship Plank, \$16; Re-sawed Stuff, \$15.50, and Flooring Boards, \$14; a bark from Matanzas to New-York, Sugar, 57 \$P hhd, and \$1.50 Pto York Town Matanzas to New-York, Sugar, 57 \$P hhd, and \$1.50 Pto York Town Matanzas to New-York, Sugar, 57 PthA4, and \$1.50 Pto York Town Matanzas to New-York, Sugar, 50 Pto York Town, New Pool and ship Hussar, \$12 Y

IN PORT TESTERDAY :

The launch, with twenty-eight of the crew and five or six of that of the Olympus, pulled off in the direction of the Olympus. Before reaching her, however, she wont down, but not until Capt. Wilson had succeeded in getting every one from on board. She sunk at 6 A. M.

The launch then turned toward our ship, but while on her way discovered a sail to the south, and gave chase, in hopes of saving themselves and obtaining assistance for those left behind. At 6.30 they lost sight of the Trade Wind.

Most of them had been instantly killed in one car, and piled up one upon another, presented a ghastly spectacle. Most of them had been instantly killed in the crash, some of them being horribly crashed and mutilated in a manner to sicken the beholder of the spectacle. The wounded were made as easy as possible, and, in most of the cases, their friends were at the depot, and had them immediately removed.

removed.

Killed.

The following is a list of the killed and wounded, so far as we have been able to learn, and we think that it will be found correct and as comprehensive as is possible up to this time.

Henry Rhoads of this city—residence not known.
Henry Rhoads of this city—residence not known.
Frolerick DeDomes of this city—residence not known.
Patrick Tiernan of this city—residence not known.
Robert Preston of this city—residence not known.
Joseph Brengle, confectioner on Gay st., killed.
Charles Briggle, residing on York-av., two doors from
Madison-st., killed.

Madison-st., kilied.

WOUNDED.

Williams, had his collar bone broke and leg injured very severely. Residence, Eremont-st.

Matthew Crowen, a resident of Texas, Baltimore Co., had his head and shoulders severely injured.

Henry Taughsaugh of Alexandria, Va., had his leg broke and otherwise internally injured.

Joseph Richenberger a resident of East-st., Federal Hill, received several injuries about his person.

John Holmead had his body terribly cut and several ribs broken. He was boarding at the Globe Ina, Baltimore-st. He was conveyed to the Infirmary on Lombard-st.

Thomas Lee had his foot mashed and was otherwise inreceived several slight injuries.

Wm. Eslin had his nose terribly cut, and was otherwise injured.

A gentleman named Johnson, residing on the corner of
Fayelts and Frederick-sts, was slightly injured.
Daniel Wolfe had his leg broken and his back sprained.
An old gentleman named Lawn, residing on Hurrisonst, was slightly injured.
Madison Jeffriez, one of our well known City Constables, had one of his legs mashed and otherwise injured.
B. F. Phillips received several injuries about his body.
Charles Hamilton was injured in the spine of his back
and otherwise.

Chartes Hamilton was injured in the spine of his back and otherwise.

John Bohn of Gough-st., leg crushed.

A young man named Thomas Henry, residing on Granby-st., both arms and one leg broken.

John Flaherty, both legs broken, resides in Howard-st.

A young man named Morrison, badly injured internally.

John C. Reynolds, father of Henry Reynolds, who was killed, was badly injured in the legs.

John H. Scott, the conductor of the excursion train, had both less broken.

Geo. Duffield, baker, killed. He belongs to the Jeffer on Lodge, No. 9, L. O. O. F.

Somers, a boy 12 years of age, head and breast natifiated.

Martin Boyd, cabinet maker, caught between the engine

Parsons, both legs broken, from Washington

legs crushed.

Thomas O Neill, thigh crushed.

Edward O Neill, head cut and leg injured.

J. R. Billups, leg broken and head cut.

An old gentleman named Harren, residing on Gough-st., eg broken and other injuries.

Mr. Raymond, one of the proprietors of the laundry at Washington Hall, collar bone broken and other serious in-

juries.

John Sellman, son of James Sellman, merchant on Chepside, had one leg broken and the other mashed.

Franklio S. Billips, ankle broken.

Rose, leg mashed.

Joseph Bell, scalded and arm broken.

Twenty-eight are now dead. A number of the wounded are still expected to die.

BASSETT—In Brooklyn, In. 1. 1884 Willie, youngest son of same H and Amey Ann Bassett, and 2 years and 3 months.
Functal on Thursday, 6th, at 5 P. M., at his father's residence, to 75 Remains at. Friends of the femily are invited to attend.
BOLSTEN—On the 4th heat, William Bolsten, aged 4 years.
The remains will be taken to the Cemetery of the Evergreens, ron No. 714 Avenue A.

The relatives and friends of the family are respectfully invited to attend the funeral this day. Thursday, 6th inst., at 3 o'clock P.M., from her late residence, No 34 Rutgeres*, corner Madisonest. Her mains will be taken to Greenwood Cemetery for Interment. CONSTABLE—On Tuesday, July 4, of cholers infantum. Robert Arnold, ean of James M and Honrietta Contable, aged 19 months and 3 days.

His remains have been interred at Greenwood.

THE NEW-YORK and LIVERPOOL UNITED STATES MAILSTEAMERS.—The Ships composing this line

for freight or passage apply to E. CUNARD, No. 4 Bowling Green.

ORIEN 2006 tune burden.

The above vessels have been recently built, and are used to be the second of the second o